

BRIEF ON COCHIN PORT TRUST

COCHIN PORT TRUST
Willingdon Island, Cochin – 682 009.

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INTRODUCTION

i) History

The modern Port of Cochin was developed during the period 1920-1940 due to the untiring efforts of **Sir Robert Bristow**. By 1930-31 the Port was formally opened for vessels up to 30 feet draught. Cochin was given the status of a Major Port in 1936. The Administration of the Port got vested in a Board of Trustees on 29th February 1964 under the Major Port Trusts Act, 1963.

ii) Organizational structure

Cochin Port Trust is an Autonomous Body under Govt.of India and is managed by Board of Trustees constituted by the Govt. of India. The Board is headed by the Chairman who acts as the Chief Executive Officer. The Govt.of India may from time to time nominate the Trustees in the Board representing various interests. Chairman is assisted by the Dy. Chairman who in turn is assisted by Department Heads and officials of the following departments functioning in the Port.

- a) General Administration Department
- b) Traffic Department
- c) Accounts Department
- d) Marine Department
- e) Civil Engineering Department
- f) Mechanical Engineering Department
- g) Medical Department

iii) Navigational Channel

The entrance to Port is through the Cochin Gut between the peninsular headland Vypeen and Fort Cochin. The port limits extend up to the entire backwaters and the connecting creeks and channels.

The approach channel upto the Cochin Gut, is about 1000 metre. long with a designed width of 200 metre and maintained dredged depth of 13.8 metre.

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From the Gut the channel divides into Mattancherry channel and Ernakulam Channel, leading to west and east of Willingdon Island respectively and berthing facilities for ships have been provided in the form of wharves, berths, jetties and stream moorings alongside these channels.

iv) Infrastructure

A draft of 38 ft. is maintained in the Ernakulam channel along with berthing facilities, which enables the Port to bring in larger vessels to the Port. In the Mattancherry channel a draft of 30 ft. is maintained. The Port provides round the clock pilotage to ships subject to certain restrictions on the size and draft of the vessels. There is an efficient network of railways, roads, waterways and airways, connecting the Port with the hinterland centers spread over the State of Kerala, Tamilnadu and Karnataka. Facilities for supply of water and bunkering to vessels are also available.

v) Traffic of the Port

The Port handled 141.03 lakhs tonnes of traffic during 2004-05 as compared to 135.72 lakhs tonnes handled in 2003-04. In respect of container handling, there was an increase to 185175 TEUs in 2004-05 from 169965 TEUs in the preceding year. During 2004-05, 1126 vessels called at the Port as against 1133 vessels in the preceding year.

vi) Financial Position

The Operating Income of the Port during 2004-05 was Rs.207.48 crores as against Rs. 201.46 crores during 2003-04. The Finance and Miscellaneous Income was Rs. 13.12 crores, whereas Finance and Miscellaneous Expenditure was Rs.70.71 crores during the year. The Port generated an operating surplus of Rs.61.23 crores as against Rs. 59.38 crores in 2003-04. The net surplus was Rs.3.64 crores as against a net surplus of Rs. 21.34 crores in 2003-04.

PLANNING AND DEVELOPMENT

Reckoning the present and future prospects and the potentials of the Port, the Port is devising well thought development strategies including expansion and diversification. The approved outlay for the 10th Five Year Plan (2002-07) was Rs.366.51 Crores. The most important schemes included in the 10th Plan are the following:

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A. Internal Resources:

1. Revamping of Fire fighting facilities at STB & NTB.
2. Installation of Vessel Traffic Management System.

3. Inshore Oil Terminal/crude handling facilities for Kochi Refineries Ltd.
4. Development of south end reclamation area as commercial area at southern tip.
5. Replacement of Mattancherry Wharf
6. Thevara Foreshore reclamation scheme
7. Housing for staff, etc.

B. Public Private Partnership

Consistent with liberalization policy and 2nd Generation reforms of the Government, the Port has identified area for development which envisages substantial investments from private sector. When developed, this would not only aid in creation of infrastructure but also provide state of the art facilities for the trade. Major development programme during 10th plan proposed to be taken up are -

- i) Setting up of Port based Special Economic Zone
- ii) Establishment of an International Container Transshipment Terminal
- iii) Setting up of an International Bunkering Terminal
- iv) Construction of LNG Terminal at Puthuvypeen
- v) Setting up of a Passenger Terminal to attract cruise liners.
- vi) Mega Ship Repair Complex
- vii) Single Buoy Mooring for Kochi Refineries Ltd.
- viii) Common user infrastructure facilities
